TURPENTINE & ROSIN FACTORS, INC., OFFICE AND WAREHOUSE
Lamar Ward
Savannah
Chatham County
Georgia

HABS GA-2393
GA-2393

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

FIELD RECORDS

HISTORIC AMERICAN BUILDINGS SURVEY
SOUTHEAST REGIONAL OFFICE
National Park Service
U.S. Department of the Interior
100 Alabama St. NW
Atlanta, GA 30303

HISTORIC AMERICAN BUILDINGS SURVEY

TURPENTINE AND ROSIN FACTORS INC.,
OFFICE AND WAREHOUSE HABS No. GA-2393

Location:	Lamar Ward, Savannah Chatham County, Georgia U.S.G.S. 7.5 minute Savannah, Georgia quadrangle Universal Transverse Mercator coordinates: 17.492584.3548540
Present Owner:	Village at Oglethorpe Landing, LLC 348 Enterprise Drive Valdosta, GA 31601
Present Occupant:	Vacant
Present Use:	Abandoned To be demolished 2007
Significance:	The Turpentine and Rosin Factors Inc. Office and Warehouse was constructed in two phases, a 1921 one-story warehouse and a 1937 two-story office addition. The structure is eligible for the National Register of Historic Places under criteria C, architecture and engineering. The warehouse is significant at the local level for its role in shipping and commerce in Savannah. The architect of the 1937 addition, Cletus Bergen, is a well known and documented architect in the region.

I. Physical Description of the Turpentine and Rosin Factors Warehouse Site and Surroundings

Located at the eastern edge of the City of Savannah, in Lamar Ward, the Turpentine and Rosin Factors, Inc. Warehouse and Office building is the last remaining historic structure in the ward (Figure 1). The south side of the structure is adjacent to Presidents Street; however, the address of the building has always been St. Julian Street. This is due to the fact that, at one time, St. Julian Street was located to the north of the structure. North of the former St. Julian Street is the southern edge of the Savannah River, which once was the location of wharves associated with cotton, turpentine, naval stores, and other goods produced in Georgia. While the area was once a teaming industrial and shipping center, only a few pockets of wetland and the Turpentine and Rosin Factors, Inc. Warehouse and Office building remain; the ground elevation surrounding the building has been raised with fill dirt. The building has seen several uses throughout its life, most recently as a horse stable for a carriage-tour company. The building is vacant and in deteriorated condition.

II. Development of Eastern Wharves and Anderson's Wharves

The Turpentine and Rosin Factors, Inc. Warehouse and Office building is situated on land that was largely used for agricultural purposes until its subdivision in 1921. The area surrounding the structure became increasingly important as Savannah grew into a global port. The waterfront area to the north of the warehouse first developed as Savannah's Eastern Wharves beginning in the 1840s, and was delineated by the city as Lamar Ward in 1905.

The waterfront area to the north of the office and warehouse was originally referred to as the Windmill Tract; this area was later called Anderson's Wharf, Gordon's Wharf, and the Atlantic Coast Lines Wharf at various times. The waterfront in this area has been in almost continual use since 1839. The lot on which the warehouse and office building sits consists of land that belonged to Gazaway B. Lamar and the Lamar family until the early twentieth century.

As the seaport and rail hub of for lumber, cotton, and rice, and as the receiving port for imported goods, Savannah experienced an economic boom in the years leading up to the American Civil War.[1] This fostered a sense of optimism that was not quelled until the fall of Savannah in December of 1864. The Eastern Wharf Company, one of the first organized development efforts in the area, filled in the marsh and developed wharves and warehouses. The area became the site of cotton presses, saw mills, an iron foundry, and shipyards. The growth of the Eastern Wharves eventually spread across Lamar's Creek. In 1839, the owners of the land at the river's edge found a tenant, Calvin Emmons, who leased the Windmill tract for a period of ten years.[2] The terms of the lease agreement, which were initially only for the western 300' of waterfront, or "upper part," stipulated that Emmons:

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[1] Fraser, Walter J. *Savannah in the Old South*. Athens: The University of Georgia Press, 2003.

[2] *Chatham County Deed Books*, 2Y:301.

> shall and will before expiration of said time, build, erect & keep up a good and substantial wharf at the river front of the piece or parcel of land, of as much as shall be necessary for his purposes that he or they will during the said time fill up with earth, sand or some other durable material the land hereby devised, so as to be above ordinary high tide.

In addition to constructing the wharf and filling the land, Emmons was required to provide road access across the tract, so that it could be used. With the construction of the wharves on the Windmill Tract, the property came to be known as Anderson's Wharves; this name was used until about 1888, when the property became known as Gordon's Wharves. Emmons constructed a saw mill, the "Eagle Steam Saw Mill." The 1840's witnessed the development and operation of seven saw mills in Savannah that had a total capacity of 80,000 feet of lumber per day; six more mills opened within the next ten years.[3] By the 1850s, Savannah became one of the largest lumber markets in the United States, sustained by a large export to Britain.[4]

Savannah was Georgia's largest city, and one of the industrial centers of the South before the outbreak of the Civil War. The economic optimism that proliferated during the boom years before the war influenced and, perhaps, precipitated Georgia's early secession from the Union. Although the citizens of Savannah suffered greatly through the long years of the war, it survived the conflict intact, as it was spared the wrath of General Sherman's army on its march from Atlanta in the final months of 1864. While activity on the Eastern Wharves increased with the needs of production of material during the war, the appearance of the wharves had changed dramatically by the end of the conflict. Retreating Confederate forces destroyed Willink's shipyard on the Eastern Warf, possibly destroying the marine railway on Anderson's Wharf. The nearby A. N. Miller foundry also suffered destruction at the hands of retreating troops.[5] Sherman seized all commercial assets, particularly cotton, as war prizes, famously giving President Lincoln the city as a Christmas present. Local officials agreed to end resistance, thus sparing the city the destruction Sherman wrought on the countryside on his way to Savannah on his journey south, and Columbia on his way north.[6] It is likely that what was left of the wharves and their structures remained intact, although the port was slow to recover after the war.

By 1876 the waterfront had fully developed as Anderson's Wharves, while lands to the south of the wharf property, including the land on which the office and warehouse building was constructed, remained in dry culture. A mill basin was located to the east of Lamar Creek, with canals and trunks controlling the flow of water. The mill basin was used as a holding area for timber rafted from the Savannah River. At the east end of Anderson's Wharf was Willink's

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[3] Ibid, Idem.

[4] Coleman, Kenneth editor. *A History of Georgia.* Athens: The University of Georgia Press, 1977.

[5] Honerkamp, Nicholas and Brina Agranat. *Phase II Archaeological Research at the Radisson Hotel Site, Savannah, Chatham County, Georgia.* Chattanooga: Jeffrey L. Brown Institute of Archeology, The University of Tennessee, 1991.

[6] Sullivan, Buddy. *Georgia: A State History.* Charleston, South Carolina: Arcadia Publishing, 2003.

Shipyard. Henry F. Willink had an extensive shipyard on the Eastern Wharves, mainly concentrated on the western end. At the start of the Civil War, Willink's operation was the largest in Savannah. His yards were burned during the evacuation of Savannah, but were rebuilt after his return.[7]

The 1888 Sanborn map indicates that Gordon leased the wharf property to the firm of R. F. Harmon Resin and Cotton. Cotton and Resin Sheds fronted the river side of the wharf, while the inland side was occupied by resin yards. The Tybee Railroad negotiated an easement along the president street boundaries in 1887.[8] The area bounded on the north by the Savannah River, east by Bilbo Canal, south by President Street and west by Randolph Street was laid out as Lamar Ward by the City of Savannah in March of 1905.[9] The Eastern Wharves suffered from a severe fire in 1889; it can be assumed that the Gordon Warehouse was among the casualties.

The Savannah, Florida, and Western Railroad had its wharves to the east of Gordon's Wharf. The wharf was used for the naval stores division of the Railroad. The early twentieth century saw Georgia become the leading producer of naval stores, including rosin, turpentine, and other products that could be derived from the vast inland pine forests.[10] The decline of the pine forest in North Carolina, and Charles H. Herty's discovery of improved methods of extracting turpentine placed an increased demand on Georgia's forests. As a "rough, low-paying industry that demanded little skill," the industry was aptly suited to a growing state.[11] Georgia's place as leading producer of naval stores made Savannah the leading port for their export. Figure 2 is a ca. 1930 photograph taken in the vicinity of Gordon Wharf looking towards the city of Savannah. The scene is an accurate depiction of the industry that dominated the waterfront in the early twentieth century.

The land on which the office and warehouse building was constructed remained in the Lamar family until it was subdivided into lots and sold. In June of 1921 a portion of the land was sold to the Dixon Contracting Company for $22,150.[12] It was on this lot that the Dixon Contracting Company built the warehouse that is the subject of this documentation. A plat of the Lamar Estate dating to 1907 has the outlines of this subdivision drawn in pencil (Figure 3). The property is bounded on the west by the Cotton Warehouse Lot, the north by St. Julian Street, the west by the Lamar Estate, and the south by President Street. The site received intensive industrial use over the next fifty years.

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[7] Babits, Lawrence E., and Julie A Barnes. *Archeological Investigation of the Marine Railway Site, Hutchinson=s Island, Savannah, Georgia*. Savannah, Georgia: Prepared for the U.S. Army Corps of Engineers, Savannah District, Environmental Resources Branch, 1985.

[8] *Chatham County Deed Books*, 6N:5.

[9] MacDonnell, A. H. *The Code of the City of Savannah*. Savannah, Georgia: Morning News Print, 1907.

[10] Sullivan, Buddy.

[11] Coleman, Kenneth.

[12] *Chatham County Deed Books*, 16F:462.

The eastern wharves experienced a gradual decline through the mid twentieth century and were eventually abandoned by the industries that had created them.[13] Shipping in Savannah was greatly consolidated by the Georgia Ports Authority and other major national companies, and along with standardization in the form of container transport, wharves gave way to massive shipping terminals that bear little resemblance to the late nineteenth century Savannah wharves.

III. The Dixon Contracting Company

The Dixon Contracting Company constructed the one story warehouse on the Turpentine and Rosin Factors lot as a new home for their expanding business shortly after purchasing the project lot from the Lamar family in 1921. The firm's principal, Merritt Woodhull Dixon, was a Savannah native who entered the field of engineering after attending the Georgia Institute of Technology. He was appointed Chief Engineer for the City of Savannah immediately following his discharge from the U.S. Army.[14] However, Dixon did not hold his city office for very long; in August of 1919, he formed the Dixon Contracting Company with James W. Bounds and L. W. Lindsay.[15] The firm moved its offices from the Mendel Building downtown to the new building at 793 St. Julian Street when construction of the warehouse was complete. As contractors and engineers, the company specialized in road and bridge construction throughout the Southern United States. The Dixon Contracting Company is listed in the Savannah phone book until 1937; one year after Dixon sold the property to Turpentine and Rosin Factors, Inc.[16]

IV. Turpentine and Rosin Factors, Inc.

The Savannah office of Turpentine and Rosin Factors, Inc. was headed by P. J. Rooney who served as a Vice-President with the company. Stokes S. Perry served as Assistant Treasurer and Office Manager, while W. T. Dotty served as Jr. Assistant Secretary and J. W. Loyd served as Assistant Treasurer. While turpentine and rosin were the company's main products, it also produced and sold alcohols, linseed oil, carbon tet, muriatic acid, sulphuric acid, wood preservatives, and insecticides.

Turpentine and Rosin Factors, Inc. expanded to the Savannah area around 1936, where they occupied an office in the Blun Building on Johnson Square. The company's main office was located in Jacksonville, Florida; it also had facilities in Valdosta, Georgia. During the same year that the company expanded to Savannah, Turpentine and Rosin Factors Inc. engaged the services of a local architect, Cletus W. Bergen, to design a new office to be added onto the warehouse they had purchased from the Dixon Contracting Company in Lamar Ward. From 1934 through 1938, the company purchased thousands of acres in individual parcels in Chatham

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[13] Honerkamp and Agranat.

[14] "M. W. Dixon Well Know Citizen, Dies." Savannah Evening Press. 7 June 1957.

[15] Savannah City Phone Book, 1920

[16] *Chatham County Deed Books*. 31A:402

and the surrounding counties to be used for turpentine production.[17] The company was entering the market at a time when the processing of turpentine was shifting from smaller, dispersed stills to centralized distilleries. Turpentine and Rosin Factors, Inc. attempted to counteract the negative effects this movement had on factors by buying interest in the distilleries.[18] This strategy, however, did not counteract the decline in the role of factors in the turpentine industry, causing factors to play less of a role in the processing and marketing of the naval stores. In order to remain viable, the company diversified its product range and by 1959 was also a wholesale grocer. In 1956, the company constructed a gum processing plant on six acres acquired from the neighboring Seaboard Airline Railroad Company.[19]

Turpentine and Rosin Factors, Inc., was eventually bought-out by Nelio Chemicals in the early 1960s. Four years later, Nelio chemicals sold the property to Union Bag-Paper Corporation.[20] A plat drawn in 1966 clearly outlines the structures and equipment that existed on the site. The facilities included a turpentine packing plant, truck repair station, and a two story office building attached to a steel truss warehouse, as well as large steel turpentine tanks. (Figure 4).

V. Cletus W. Bergen, AIA

As an architect living and practicing in Savannah, Georgia, Cletus William Bergen established himself as one of the most prolific and influential architects in the city. Born in 1896, he graduated from the School of Architecture at the Georgia School of Technology. After graduating, he and a partner created the firm of Strong and Bergen; but, by 1922, Bergen was working at the firm of Levy and Clark, where he rose to the level of partner.[21] In 1927, Bergen opened his own office. Before his death, he would play a role in the design and renovation of hundreds of structures in Savannah and the region. He is known as the "Dean of Architecture" in Savannah, as most of the city's architects of that generation began their careers by interning in his office.

Bergen's importance to the built environment of the Savannah area is evident in the number of his designs that were constructed. Bergen designed Henry Ford's home in Bryan County using the bricks from Hermitage Plantation on the Savannah River to construct the home. Bergen also designed a home for Col. Tillinghast L. Huston, then owner of the New York Yankees, on Butler Island. In addition to the residence designed for Tillinghast, Bergen is

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[17] Various Chatham County Deed Books.

[18] Outland, Robert B. *Tapping the Pines: The Naval Stores Industry in the American South.* Baton Rouge: Louisiana State University Press, 2004.

[19] "Industrial Growth Cited By Authority." *Savannah Morning News.* April 20, 1956.

[20] *Chatham County Deed Books*, 85W:304.

[21] The 1920 Savannah Phone Book lists Bergen with the firm of Strong and Bergen, although little is known about the firm. Obituaries have him joining Levy and Clarke immediately after graduation.

credited with designing the barn to use the first automatic milking machine in the United States.[22]

A partial list of Bergen's public work includes:

Savannah High School
Sacred Heart School
Charles Ellis Elementary School
Port Wentworth Elementary School
Charles Herty Elementary School
Richard Arnold High School
Beach High School
Savannah State College Adams Dining Hall
Savannah State College Library
Savannah State College Dormitory
St. Mary's Home
Gould Cottage Home for Children
Fresh Air Home (Tybee Island)
DeRenne Apartments
Pleasant Apartments
Whitaker Congress Building
Georgia Theater (Statesboro)
Public Housing
    Fellwood Homes
    Yamacraw Homes
    Fred Wessels Homes
    Garden Homes

Bergen's influence in the development of neighborhoods south of the city, primarily Ardsley Park and Chatham Crescent, is seen in the large number of residences that he designed, most of which are still extant. His own home at 3 East 49th Street is an excellent example of the Tudor Revival style, a mode which he repeated with great success throughout the two neighborhoods, including the residence he designed for Merritt W. Dixon, owner of Dixon Contracting Company, at 320 East 46th Street, in Savannah's Chatham Crescent neighborhood. The relationship between Bergen and Dixon continued with Bergen's design for the DeRenne Apartments, which were owned by Dixon. The large apartment building is still in use, located on the corner of Liberty and Drayton in Downtown Savannah. It is probable that Dixon introduced Bergen to the owners of Turpentine & Rosin Factors, Inc.

Bergen, a devout Catholic, designed many of the Roman Catholic Churches constructed in Georgia, South Carolina and Florida during the period. Many of the vernacular houses built on Tybee Island, know as raised Tybee cottages, during the 1930s were also designed by Bergen.

In addition to an active professional life, Bergen maintained a strong civic presence in the Savannah community. He served as Chairman of the Historic American Buildings Survey in Savannah, as well as Secretary of the Chatham County Planning Board, Chairman of the Metropolitan Planning Commission, Chairman of the Chatham County Construction Trades Council, President of the Chatham County Building and Trades Association, Chairman of the Georgia State Board of Architectural Examiners, and President of the South Georgia Chapter of the American Institute of Architects.

Cletus W. Bergen's eldest son, William (Billy) Petty Bergen, joined his father's firm after graduation from the Georgia Institute of Technology (Georgia Tech), creating the firm of Bergen & Bergen. William Bergen's most lasting contribution to Savannah architecture was the design

[22] Marshall, Ann. "Father-Son Leave Imprint on Architectural Skyline." *Savannah Evening Press*, Savannah, Georgia. 8 July 1973.

of the International style Drayton Arms apartment building at the corner of Drayton and Liberty, completed in 1950. The 12 story building was one of the first modern buildings in Savannah, and was an extension of Billy Bergen's graduate thesis at Georgia Tech. While the building was the first apartment building in Georgia with air conditioning, its radical style played a pivotal role in kick-starting the preservation movement in Savannah.

VI. Construction of the Turpentine & Rosin Factors, Inc. Office

In April of 1936, Cletus Bergen produced a set of plans for commission number 404 entitled "Warehouse & Office Building, Turpentine & Rosin Factors, Inc."[23] The nine sheets depict the elevations, floor plans, foundation plans, roof plans, sections, and details for the two-story addition to the warehouse that Turpentine & Rosin Factors, Inc. had purchased from Dixon Contracting. Bergen's architect's fee of 10 percent, $1,000 paid July 22, 1936, and another $600.00 paid May 1, 1936. He was later paid another $37.50 for the time he spent resolving problems with the new heating and air. In a letter to P. J. Rooney, Vice President of Turpentine & Rosin Factors, Inc, dated February 10, 1936, Bergen provided a description of the design he has created; it is the most accurate description of the building:

February 10, 1936.

Mr. P. J. Rooney, Vice President,
Turpentine & Rosin Factors Inc.,
Savannah, Ga.

Dear Mr. Rooney:-

Referring to the drawings of your proposed new offices on your Savannah Yard, I am giving you herewith a brief description of the materials, etc., upon which the preliminary price is based.

Fifty seven 44 foot pile will be required to properly support this building. Upon this pile a concrete footing is designed, 10" deep and 24" wide, reinforced with steel. Tops of these footing to be 4" below ground, and thickness of wall above footings to bottoms of 1st floor joist to be 17". From bottoms of 1st floor joist to bottoms of roof trusses over second story wall thickness to be 13", thence 9" from bottom of trusses to top of parapet wall around roof. Parapet walls around flat deck roof will be 3 feet above roof. Sills under first floor framing will be 8/12 with 2/4 spiked on to receive floor joists. Floor joists to be 3/12 spaced 16" C.C., bridged with 1/3 once every seven feet. Flooring of first floor to be 2/8 T&G mill floor. Sills to be L.L. Merchantable Yellow Pine, joist to be #1 Common L.L. Yellow Pine. Floor to be #1 Common Y.P. Columns between 1st and 2nd floors to be 10/10. Second floor joists to be 3/10-16"CC, ceiling and roof rafters to be 3/8-16"CC. Roof to be supported by three steel trusses, and roof decking to be 2/8 T'G planking under a five ply built up roof, 20 year guarantee roof. Entire second floor to be sub-floored with ¾ sheathing, heavy building paper and a finish floor of thirteen sixteenths by 2 ½ " factory maple, for hard wear. Brick used on exterior walls to be selected common brick, laid over hollow tile to reduce loading on foundations, exterior walls to be furred, and walls & ceilings throughout the building to be of three coat sand finished plaster laid over sheet rock lath with metal bonding strips at all internal corners of walls and walls and

[23] Georgia Historical Society [GHS] VM 1363-013, Cletus W. and William P. Bergen, AIA: visual materials collection, 1907-1975

partitions. All windows in building to be projected steel sash, opening outward with two ventilators to each window. All windows have plaster jambs with metal corner beads. All windows to be screened with metal screens furnished by steel sash manufacturer. Glazing to be double strength A grade clear glass. Exterior of building to be decorated with out art stone, limestone finish as indicated on the drawings. Al lavatories and showers to have tile wainscot 4 feet high with tile floors upstairs, wood floors downstairs. Record vault to be with 10" thick reinforced concrete walls, floor and ceiling. Boiler room to be unfinished on interior. Lighting and telephone conduits to be as shown on plans, lighting fixtures to be included in the work. Heating plant to be hot air type with blower and air washer, furnishing humidified air at all times, warmed in winter and washed in summer. Record Room to have steel door with combination lock, 60 minute Underwriters labeled against fire. Dumb waiter for books to be included as well as a small chute for passing tickets, drafts etc., from cashiers office on first floor to book-keepers office on second floor. Entire plaster walls throughout to be painted two coats texolite, all woodwork inside to be given two coats undercoating and one coat enamel, all exterior iron work to be given one good coat black graphite over shop coat. The second floor has no bearing partitions, and all partitions on this floor may be removed and rearranged should the necessity therefore arise. We contemplate covering the entire ground area under the building with asphalt, which should be about the best termite protection available to protect the timbers exposed to the ground. We have not figured creosoting these timbers, as same would cost about $23.00 per thousand in addition to the cost of the timber. Should you desire it however, we will be glad to include same in the work. The additional cost of the pressure treatment would be about $300.00. The building is figured complete and there should be no extras necessary to complete the work.

We have carefully estimated the cost of the work by taking off actual quantities and find that the building contract will amount to approximately $18,500.00. This does not include the Architect's fee which would amount to 6% of the contract cost, or approximately $1,110.00 which added to the building contract estimate would make the total cost of the work approximately $19,610.00. This will give you a complete building, one which will last you many years without appreciable upkeep.

Trusting that this information will assist you in your decision, and holding myself in readiness to carry out any commands you direct, and further thanking you for the opportunity of serving you, I remain,

Very truly yours,
[no signature]

Bids for the contracting work were submitted to Bergen as early as March of 1936, and letters accepting the bids were sent as early as May of that year. Records indicate that the work progressed smoothly, with Bergen playing a large role in the management of the construction. The one problem he encountered in the construction of the office was the engineering and installation of the air conditioning system, which was first installed by August of 1936. J. W. Holdrige had been the local supplier of General Electric air-conditioning systems, and won the project by entering a bid that met the specifications proposed by Bergen, which included the ability of the system to bring the interior air temperature to 70 degrees Fahrenheit on a winter day. By April of 1937, it was determined that the heating and air system was insufficient to past the tests the company warranted. In August, the heating and air contractor suggested adding a water heater to take the burden off of the boiler, the installation of a larger fan, and the corking of the windows as a means to allow the air conditioning system to meet the required test.[24]

[24] GHS VM 1363, 2 August 1937 letter from Paul Graves of General Electric to P. J. Rooney.

After the recommended adjustments were made, and the system still failed the test, Rooney and Bergen became obviously frustrated with the contractor. Bergen wrote to C. J. Holdredge on June 11, 1937 to inform him that the system had failed the test of bringing the interior air temperature to 70 degrees Fahrenheit, and that all equipment should be removed within fifteen days and the balance of $1100.75 be refunded.[25] Bergen and Holdrege were eventually able to come to an agreement after consultations with General Electric, and agreed that new equipment needed to be installed in order to properly heat the building. Holdrege informed Bergen that the additional equipment would cost an additional $625.00.[26] Bergen replied that the additional payment is "agreed to by the owners in a spirit of compromise to assist you in carrying out the terms of your original guarantee and is not to be construed as an acceptance of inadequate heating equipment."[27] This second air-conditioning system was finished by November of 1937, and appeared to meet the winter tests.

Bergen's meticulous records track the progress of the work from the beginning of 1936 though the building's completion in 1937. The final cost of construction for the new office and warehouse building came to $19,063.03. Figure 5 depicts the various suppliers and contractors involved in the project, as well as the final cost as calculated by Bergen in August of 1936.

VII. Architectural Description of the Turpentine and Rosin Factors, Inc. Warehouse and Office

The building consists of a two story structure on the north end, constructed in 1937, with a one-story, ca. 1921 warehouse building to the south. The primary elevation is on the north, facing the former St. Julian Street, with an asymmetrical, six-bay façade. The entrance has a prominent surround made up of a semicircular arch of blond-colored brick. Constructed of red brick, the building has several masonry details including quoins at the corners, a watercourse at the first floor level, and projecting corbel at the parapet wall. The rear warehouse building is a typical turn of the century one-story industrial building; constructed of masonry with a gable roof and parapet end wall facing President Street. The entire building, both the 1921 warehouse and the 1937 addition, measures 50' x 150', oriented longitudinally in a north south direction. The Cletus W. Bergen 1937 addition measure 50' x 50' and is located at the north end, facing the former St. Julian Street (Figure 6).

The foundations of the 1921 warehouse consist of cobblestone masonry, which is visible two feet above grade. The gabled roof has a stepped parapet wall on the south end and parapets extending above the lower end of the roof, creating a built in gutter. Remnants of collecting tanks and downspouts are still present at the parapet line. The parapet on the white painted masonry walls is capped with two coursed of projecting brick. The east elevation has six windows with segmented arched lentils and sills constructed of horizontally laid brick. Most windows are either boarded shut or empty, and no evidence of the original window type or construction exists. Two large doorways with steel headers are also present on the east elevation. The current doors are constructed of plywood, and no evidence of the original doors exists. A modern wood loading

[25] GHS VM 1363, 11 June 1937 letter from Cletus W. Bergen to J. W. Holdredge.

[26] GHS VM 1363, 16 September 1937 letter from C. J. Holdrege to Cletus W. Bergen.

[27] GHS VM 1363, 15 September 1937 letter from Cletus W. Bergen to C. J. Holdrege.

dock and ramp extends from most of the east elevation, partially covering an older concrete loading dock. The west elevation, while largely inaccessible due to overgrown vegetation, is nearly identical in composition to the east elevation.

The gabled, stepped, end wall that makes up the south elevation is dominated by two large window openings that flank a central doorway. The large storefront-glass installed in the openings appears to be a later addition, as evidenced by the repaired brickwork surrounding the openings. A stoop with stairs leading to the east and west projects from the façade, and has a metal railing. A large steel reinforcing channel has been added to the central section of the gable, and attachment bolts for the interior steel-work are visible along the roofline.

The two-story addition to the north of the warehouse serves as the formal entrance to the building with a single pedestrian door on the left side of the north elevation, flanked by twelve-light metal, casement windows. The entrance door as accessed by concrete and brick steps leading to a stoop, and surrounded by a metal railing. Surrounded by a corbelled, circular arch of blond-colored brick, the six-panel entrance door is probably a replacement. To the right of the entrance is a large, sliding, garage door. The level of the first floor is accentuated with a brick water-table, while the corners of the front façade are decorated with brick quoins. Below the parapet and above the row of five twelve-light metal windows on the second floor are a projecting corbel and band. The parapet wall, itself, is framed by courses of slightly projecting brick and capped with terra-cotta tile. The steel windows, with the lowest section opening inward, are set within the brick walls with a soldier-course for a header and a rowlock sill. Walls are constructed in a common bond.

The east and west elevations of the 1937 addition are similar, except for their placement of windows, the presence of a chimney on the east side, and a fire-escape latter leading to a second-floor window. Five twelve-light metal windows provide light to the offices on the second floor of the east elevation, while two windows of the same type supply light to the offices in the front of the first floor. Two smaller, six-light steel windows supply light to the furnace room at the rear of the structure. On the west side, the window arrangement has six twelve-light steel windows on the second floor and three on the first floor. Round, six-inch downspouts with header-tanks are located at the north and south ends of the side elevations.

The interior of the structure is difficult to access due to the massive amounts of debris that have been deposited in the building. For this reason, the existing drawings, as well as the description given by Bergen, provide for the most accurate description of the interiors, as well as the methods employed to construct them.

The front entrance hall leads to the main stairwell, with offices on the left and right and the furnace room towards the rear of the structure. The hallway turns left to enter the warehouse corridor which takes up the rest of the first floor, and the offices facing this corridor have window and doors opening to the corridor. A fireproof document room is located of the first office on the left. The first floor finishes include wood flooring and paneling on the walls and ceiling. The bathroom walls and ceiling finishes have been removed. The second floor landing leads to two bathrooms, a large office space, and several smaller offices as indicated on the existing drawings. Wood flooring and paneling is also found on the second floor; however, the ceilings are plaster.

The interior of the 1921 warehouse section consists of an entirely open room with remnants of modern divisions toward the south end. Walls are of bare brick and crumbling plaster make up the rest of the warehouse. The roof structure, steel common trusses, is visible from the interior.

While the Turpentine & Rosin Factors Office and Warehouse was, at one time, situated in a bustling industrial and transportation district, its surroundings today bear no resemblance to the Eastern Wharves and Lamar Ward that grew into prominence in the early twentieth century. As shipping services and port functions shifted from the area farther up river and closer to the Georgia Ports Authority, the structures that remained were lost one by one; the Turpentine and Rosin Factors, Inc. Office and Warehouse building is the last remaining historic structure in Lamar Ward. St. Julian Street's path no longer exists to the north of the building. The surrounding terrain has been raised to facilitate new development above the flood plain, and future plans call for the raising of President Street as well.

VIII. Sources Consulted

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IX. Project Information

In June 2007, Ambling Inc. contracted with Brockington and Associates, Inc., to prepare Historic American Building Survey (HABS) Level II Documentation of the 1937 Turpentine and Rosin Factors, Inc., Office and Warehouse and to provide the documentation to the U.S. Army Corps of Engineers (USACE), Georgia State Historic Preservation Office (SHPO), National Park Service (NPS), Advisory Council on Historic Preservation, and other interested parties as required under the National Historic Preservation Act. In July 2007 a Memorandum of Agreement (MOA) was signed to mitigate the adverse effects of the proposed Savannah River Landing development on the 1937 Turpentine and Rosin Factors, Inc., Office and Warehouse. The MOA stipulated that the structure be documented to HABS specifications and be submitted to the National Park Service.

The existing ground elevation of the site will require the installation of fill dirt above the base flood elevation in order to facilitate the proposed development. The Warehouse has a finished floor elevation of 6' (NAVD88). The finished floor elevation would need to be raised an additional 6' (NAVD88) prior to obtaining a Certificate of Occupancy. Ambling Inc,

proposes to demolish structure because it is not feasible to elevate the ground floor above the base flood elevation. It has been determined that it is more cost efficient to demolish the building than to elevate the structure and rehabilitate it.

Will Brockenbrough, of Brockington and Associates, Inc., prepared the historical narrative, photographic documentation, and sketch floor plan of the structure. The historical research and photographic documentation was completed in January 2008 based on fieldwork completed in June 2007. The project historian used both archival research and secondary sources to complete the background research. Property records at the Chatham County Courthouse were examined to construct a timeline of ownership and development of the tract and building. Records were examined at the Georgia Historical Society in Savannah for contextual information, as well as information on the building and its architect. The Georgia Historical Society has in its collections many of the documents and drawings produced by the architect Cletus W. Bergen, who was the designer of the 1937 addition to the building. These records, many of which have not been cataloged, were invaluable in researching the building and its construction. Construction drawings consisting of pencil on light tracing paper, are part of this collection. The drawings consist of nine sheets drawn in 1936 for the Turpentine and Rosin Factors, Inc. Warehouse and Office Building.

Figure 2. Location of Turpentine & Rosin Factors Inc., Office and Warehouse

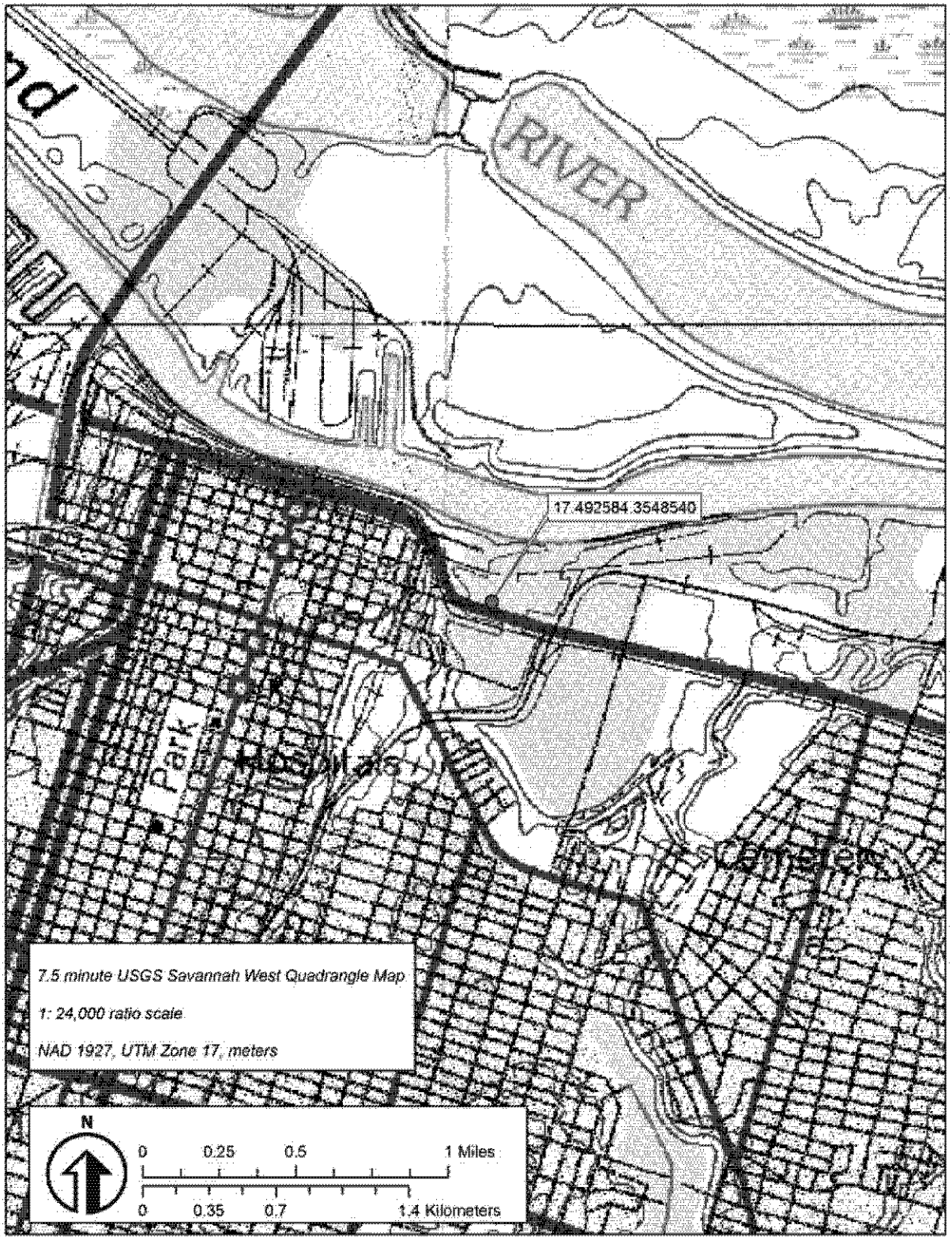

Figure 5. Construction costs for office and warehouse.

TURPENTINE & ROSIN FACTORS, INC.
Jacksonville, Florida.

COST OF CONSTRUCTION OF NEW OFFICE & WAREHOUSE
at
August 31, 1936

Lumber:	Waller Lumber Supply Co.	$320.45	
	Altman Lumber Co.	938.58	
	Reynolds & Manley (Flooring & Ceiling)	803.93	$2,063.96
Mill Work:	Bright-Brooks Lumber Co.	$35.53	
	John G. Butler Co. (also hardware)	2,711.42	$2,746.95
Steel:	(Reinforcing) Savannah Iron & Wire Works	$426.29	
	(Structural) Steel Products Co.	423.91	$850.20
Foundations:	(Piling in Place) James A. Powers	$643.60	
	Liquid Asphalt) Mexican Petroleum Co.	41.01	$684.61
Cement Material:	W. J. Bremer		1,076.61
Hardware, Sand, etc.	Neil Blun Co.		148.56
Painting & Tile work	(Labor & Materials) Dan Sheehan		825.00
Plastering	(Labor and Materials) S. E. White		78.60
Plumbing:	(Labor and Materials) W. D. Prescott		689.35
Electrical Work	(Labor & Materials) Peerless Electric Co.		416.65
Finishing Floors	(Labor & Materials) Paul Bloodworth		105.00
Heating Unit	(Labor & Materials) Air Conditioning Corp.		1,100.75
Roofing	(Labor & Materials) E. C. Pacetti		389.60
Miscl. Equipment	Vault Door - Diebold Safe Co.	139.00	
	Dumb Waiter - Seyle Elevator Co.	132.00	271.00
Labor:	All Payrolls		5,884.45
	Sub Total		$17,330.03
Architect Fee	10% of above		1,733.00
	TOTAL COST OF CONSTRUCTION		$19,063.03

Figure 6. Sketch plan.